

B. E. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.

LOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1890. 日二十月六年七十二精光

SATURDAY, JULY 27, 1901.

六月廿七日香港

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND \$310,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance
On fixed deposits for 12 months at 5 per cent

" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 17th April, 1901.

THE NATIONAL BANK OF CHINA
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chen Kit Shan, Esq. A. C. Ewens, Esq.
Chow Tung Shang, Esq. J. T. Lauts, Esq.
Chief Manager, G. W. F. Playfair.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 15TH NOVEMBER, 1896.

SHANGHAI Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 3,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 1/2 % per Annum Fixed Deposits for 3 months
" " " 6 " " 12 "
" " " 12 " " 18 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901.

Intimations.

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.
MANUFACTURER
and
RETAILER.

16th July, 1901. [715c]

\$12 PER DOZEN.

CLUB WHISKY

has reached the front rank because it is the best
value on the market.

\$12 PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 20th June, 1901.



New Books by every English Mail.

Note Papers with Envelopes to match by all the Leading Makers in

Britain, in variety of sizes, our special qualities are

BURYCOURT.

Runnymede. Olde English. Ancient Scottish. Irish Vellum.
Silurian. English Lawn.

Games in Great Variety.—Tennis Goods, Ayres, Forresters, Slazengers

Cricket, Foot Balls, Chess, Draughts, Dominos.

NEW STOCK UNITED STATES SQUEEZERS PLAYING CARDS.

Spencers Indian Cigars, Anglo-Egyptian Cigarette Co's Cigarettes, Sultan, Pashas, Gordons.

Hongkong, 27th July, 1901. [689c]

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, arsenals and Railways
Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manour, Onoura,
Otsui, Tohmiyama, Tsubakuro, Yoshinoumi, Yoshiro, Yunokibara and other Coal Mines.

Hongkong, 2nd July, 1901. [563c]

Telegraphic Address for all the Offices: "MITSUI."

For further Particulars, apply to

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Shanghai	E. Spicer, R.N.R.	10 A.M., 28th July	Freight or Passage.
YOKOHAMA	Bombay	A. S. Bradshaw	About 30th July	Freight or Passage.
SHANGHAI	Mauritius	G. M. Montford, R.N.R.	About 2nd Aug.	Freight or Passage.
LONDON, &c.	Bengal	A. L. Valentini	Noon, 3rd Aug.	Freight or Passage.
MARSEILLE	Malaya	E. G. Andrews	About 10th Aug.	Freight or Passage.
and LONDON				+ Passing through the Indian Sea.
				+ via SHANGHAI, NAGASAKI and KOBE.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th July, 1901.

[15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKAN LINIE.

STEAM FOR	SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;	
ALSO	LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Stammers will call at SOUTHAMPTON to land Passengers and Luggage.	
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.	

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)	SAILING DATES.
STEAMERS.	
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINCESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUTSCHOU	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 27th December.
PRINCESS IRENE	WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January, 1902.
PREUSSEN	WEDNESDAY, 5th February, 1902.
HAMBURG	WEDNESDAY, 19th February, 1902.
SACHSEN	WEDNESDAY, 5th March, 1902.

O N THURSDAY, the 8th day of August, 1901, at NOON, the Steamship "STUTTGART," of the NORDDEUTSCHER LLOYD, Captain P. Crosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on TUESDAY, the 6th August, and Parcels will be received on Board until 5 P.M., on WEDNESDAY, the 7th August, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 7th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 25th July, 1901.

[22]

Hotels.

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1901.

[23]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

Hongkong, 2nd July, 1901.

[16]

CONNAUGHT HOUSE
RENOVATED FROM ROOF TO CELLAR.
SCRUPULOUS CLEANLINESS
GUARANTEED.

Special Terms for Monthly Boarders;

apply to the Manager.

Hongkong, 1st July, 1901.

A. FONSECA

[24]

AERATED WATERS.

SIMPLE AERATED WATER.	SODA WATER.
LEMONADE.	GINGER ALE.
SARSAPARILLA.	RASPBERRYADE.
TONIC WATER.	LEMON SQUASH.
75c	SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

Intimations.

ESSETS FLUID

VERSUS

PLAQUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sale Agents:

WATKINS, LIMITED.

QUEEN'S ROAD,

Hongkong, 6th July, 1901.

[714]

COTTAM & Co.

JUST ARRIVED.
THE FAVOURITE SUMMER COLLAR
1 INCH "LEADER".

BATH GOWNS.

OVERLAND TRUNKS.

Hongkong, 20th July, 1901.

[671]

Insurances.

"L'UNION"
FIRE INSURANCE COMPANY, LTD.
(Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901.

[712]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.,
Hongkong, 28th May, 1901.

[50]

Des Vieux Road, Central.

Hongkong, 23rd May, 1901.

[509c]

KELLY & WALSH, LTD.

NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby. \$3.50

CHINA AND THE ALLIES, by A. H. SAVAGE-LANDOR, 2 Vol. Illustrations and Maps. 19.00

MISSION FROTHES AND MISSION METHODS in SOUTH CHINA... 3.50

SIR HARRY PARKES in CHINA, Paper 1.50

by Stanley Lane Poole... Cloth 2.00

Hongkong, 20th July, 1901.

[690c]

OLD MATURED

JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901.

[776c]

GENERAL DRAPERS.

WILLIAM POWELL, LTD.

GENT'S OUTFITTERS.

CORNER OF WYNDHAM STREET AND QUEEN'S ROAD.

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

[780]

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

[776c]

To-day's
Advertisements.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH, have received instructions from the Vendors to sell by PUBLIC AUCTION, In SIX Lots, VALUABLE LEASEHOLD PROPERTY, situate at Yaumatee in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Island Lots Nos. 280, 281, 282, 283, 284 & 285, on MONDAY, the 1st day of August 1901, at 3 P.M., on the premises.

The following is a description of the property:

Lot 1. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 280 together with the message or tenement thereon known as No. 11 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

Lot 2. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 281 together with the message or tenement thereon known as No. 13 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

Lot 3. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 282 together with the message or tenement thereon known as No. 15 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

Lot 4. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 283 together with the message or tenement thereon known as No. 17 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

Lot 5. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 284 together with the message or tenement thereon known as No. 19 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

All the above 6 Lots are held from the Crown for the term of 75 years, For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,or to HUGHES & HOUGH
Auctioneers.

Hongkong, 27th July, 1901.

[800c]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000.

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT.

has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE, and FIRE-ACCIDENT GUARANTEE.

W. H. T. DAVIS,
Local Manager.

to Des Vieux Road, Central.

Hongkong, 23rd May, 1901.

[509c]

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

OLD MATURED JOHN WALKER WHISKEY, FROM THE FAMOUS KILMARNOCK DISTILLERY. THE FAVOURITE WHISKY IN THE OLD COUNTRY.

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Lot 2. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 281 together with the message or tenement thereon known as No. 13 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

Lot 3. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 282 together with the message or tenement thereon known as No. 15 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

Lot 4. All that piece or parcel of ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Island Lot No. 283 together with the message or tenement thereon known as No. 17 Reclamation Street, Yaumatee, Area 750 square feet, Annual Crown Rent \$10.

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Hongkong, 25th July, 1901.

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GENERAL DRAPERS.

WILLIAM POWELL, LTD.

GENT'S OUTFITTERS.

THE HONGKONG POLICE.
THE CAPTAIN SUPERINTENDENT.
THE MRN.
THE SYSTEM.

A great deal has appeared lately in the public press about the police, their resignations and their grievances, but the *Telegraph* has held aloof until a comprehensive knowledge of the whole question could be obtained. There is without question, from Captain Superintendent downwards, widespread dissatisfaction and constant friction between the various units composing the force. This must seriously militate against their effectiveness, as the best efforts of a man or body of men, cannot be expected unless their hearts are in their work and they are satisfied with the existing conditions.

The police, as is known, is a composite body consisting of Europeans, Indians, and Chinese. No doubt the Indians and Chinese have their troubles, but at present we are only concerned with the Europeans, and their grievances are legion. If one only listened and took one side of the question, the men's lot is indeed an unhappy one. As usual there are two sides to the question, and many complaints made against the Captain Superintendent do not lie at his door but are traceable to the lesser lights, Inspectors and Sergeants. It may be said the police are at a house divided against itself. There are the old timers, men due for a pension after 15 years' service, then, those who must be 45 years of age before they can expect one, and then, those men engaged in the Colony who, only a year or so ago, were stigmatised as beachcombers.

Take the men's side first. The man who has to serve until he is 45 years old grumbles because another gets his pension after 15 years, when he may be only 35 or 37 years of age.

Then again, a man stationed in Hongkong joins the fire brigade, earning from \$20 a month upwards extra, and his mess bill will be about \$20 a month, but the man who is sent to the New Territory where he is in constant danger from malaria gets no allowance and his mess bill will be about \$10 a month. This is a real grievance and we have reason to believe, if represented in the proper quarter, would soon be altered.

Then again, why should the men who go out for 24 hours, on the police launches have no allowances of \$15 for constables and \$25 for Sergeants and a boy and fuel found them?

Then again there is only one doctor (Chinese) in the New Territory, and a man may not get any skilled attention for 24 hours.

The canteen system is another cause of dissatisfaction. No one knows what becomes of the money, no balance sheet is ever shown, and in the way the place is run by the boys, anything below the rank of Inspector is treated more like a lecher than a man who is paying for his drink. Another thing, an old time Sergeant putting a man on the report for perhaps some trivial offence is almost sure of his case. It is alleged that a Constable is not heard and judged in an impartial manner.

At the Central the man who is caterer for the mess hands over the account to Mr. Fuk Sang, who pays the comrade. Why should not the men pay the comrade themselves and get any discount there is coming and put it in a common fund?

A man goes on duty for six hours and may be has a case. He must be at the Police Court 3 hours before he gets any rebate of duty. It will be seen from the above that friction is going on, rendering it impossible, so long as it exists, to have a body of men doing their duty willingly because it is their duty, and cheerfully giving that respect to their superior officers which is so necessary to keep up a proper discipline. Half the counts are directly against Mr. F. H. May who is held responsible, but half are on account of some of their own comrades being baited off others. The whole force is disunited. How often does a constable get even a civil answer from a Sergeant or Inspector? It should be held as great an offence to insult by manner as by words. The seat of the trouble is, the constant harassing, the pinpricks of every day life that make the men dissatisfied and, to use an expressive vulgarity "Fed up." There is only one way to effectually settle the matter, and that is to hold an enquiry where witnesses would be called and made to give their evidence. No man will make a complaint now; he would be marked and his life made a burden until he resigned.

HONGKONG SHARE MARKET.

HONGKONG, Friday, July 26th.
Messrs. Benjamin-Kelly-and-Potts, in their weekly share report state:—

The market remains very inactive during the period under notice; transactions effected have been confined to a few stocks only, and rates generally show a slight decline on the previous week's quotations. The Hongkong and Whampoa Docks Company, Limited, has advertised its Ordinary Half-Yearly Meeting for the 19th August. The transfer books will be closed from the 10th to 19th proximo, both days inclusive. Banks—Hongkong and Shanghai Banks, owing to the settlement, have further declined and are on offer at 35 per cent. premium without lending to business. There is no change in the London quotation. Bank of China (Ordinary) have been negotiated at 15 shillings. Nationals are still in request at \$28. Marine Insurances—All stocks under this heading are weak and shares can be procured at quotations. Fire Insurances—Hongkong Fires have been dealt in at \$345. Chinese Fire have found purchasers at \$34. Shipping—Hongkong, Canton and Macao Steamboats have again changed hands at \$353 and close with further buyers. Indo-Chinas have been placed at \$138 and are now wanted at \$130. Douglas Steamships have held steady and further transactions have taken place at \$54 and \$55. China and Manias have been disposed of at \$62. The old and new shares are now quoted alike, the final call on the latter having fallen due on the 20th instant. Star Ferries are enquired for at \$24 and \$26 for the old and new issue respectively. Refineries—China Sugars have been booked at \$142 and \$140. Luzons are unchanged. Mining—Punjones have been fixed at \$5 and more can be placed at \$5. Raubs have been done in small lots at \$13 and \$13. Celebes are offering at \$4. Docks, Wharves and Godowns—Hongkong and Whampoa Docks are quoted at \$300. Kowloon Wharfs continue quiet at \$203. New Amoy Docks in demand at \$24. Lands, Hotels and Building—Hongkong Lands have been negotiated at \$196 and \$197 and close firm again at the higher figure. West Points and Kowloon Lands are offering at quotations. Hongkong Hotels are easier and can be obtained at \$130. Orient Hotels are procurable at \$65. Humphrey's Estate can be had at \$13 after sales at \$13. A sale of China Providents at \$61 has been effected. Cotton Mills—Have all declined. Ewos have sellers at \$14. Internationals are reported sold at \$13. Lou-Kung-Mows are obtainable at \$10. Hongkong Cottons can still be placed at \$10. Cigar Companies—Nothing doing. Miscellaneous—Green Island Cements have been booked at \$203 and \$21. A. S. Watsons have changed hands at \$16 and Watkins at \$16. Electrics, old, have been sold at \$12. Tramways have further advanced and have enquiries at \$275. Ices are wanted at \$185 and Dairy Farms at \$8.

WISE AND OTHERWISE.

I hear that as Prince Chun was holding a coolie who had come down to try and catch a glimpse of him, he was heard to exclaim, "Why, he can't be a Prince, he's a man just like me." Probably the Chinese have gathered their ideas of Royalty from legends, and fancy pictures, like the old countryman who, on seeing the late Queen, went home and told her friends that it was all nonsense about the Queen's arms being a lion and unicorn, he had ordinary arms of flesh and blood just like any other woman.

What a pretty picture Hongkong A House must present to rest of the world. Divided, just now (that is if other folk take any interest in our squabbles, which is doubtful), it now seems to be the rule and not the exception for everybody to disagree with everybody else. The Sanitary Board grows at the Government, snarls at the Sanitary Board and the Public snaps at both. Then we have the Police doing a growl, and the Civil Staff doing another, and subordinate officials generally dissatisfied and discontented with their lots. Hongkong can hardly be described as a happy family just at present.

So the Admiralty have decided that the Naval Yard must stop where it is for present. Rather a poor decision, I fancy, for it would have had much more room for expansion the other side of the water, while here it can never grow except at great expense by buying up the surrounding town lots or extending seawards by further reclamation. And we lose by it, too, for our dream of a continuous Praya has now melted into thin air. What a pity the Admiralty didn't send out a commission of experts to decide the matter on the spot. Then we would have gone to them and poured our reasons and our prayers into their ears and they would have had to be very hard hearted lot of men to have been deaf to our pathetic pleadings.

The case of Dr. Kwan appears. Dr. Kwan, to me he is a very hard one. Here is a man who has taken the trouble to qualify himself in the only way open to him out here, has passed all his examinations with flying colours, and yet the Sanitary Board refuse to recognise him. I fear that this action of the Board will tend to damage the prospects of the College of Medicine for Chinese.

Really, Mr. Editor, Mr. May is very unkind to the General Public. According to what he said at the last meeting of the Sanitary Board he wants to have the reports of meetings edited by the Members and this, I think, would mean that the one bright spot in the reports would be blotted out. The discussions of the Board have grown to be looked upon as entertaining reading by the Public. They look forward to the passages of arms between the various members, and there is more fun got out of our fortnightly meetings of the Board than out of the whole of the rest of the public business of the Colony. If Mr. May suppresses all irrelevant remarks and all nonsense, I believe that the papers will have to shut down for want of subjects on which to expand themselves.

If you notice, as I do, the Sanitary Board has made more copy for the poor journalist than any other institution in the Colony, and if Mr. May is to be allowed to edit all reports, I believe that the members of the Press will go on strike, or resign in a body. How would the papers get through the silly season without the Board.

I hear good accounts of the The Yards—Australian Vaudevilles who are villains. to open here shortly. They have certainly done a very lucky thing in boarding us right in the middle of the hot weather and for this alone they deserve support. As a matter of fact we grow, a bit too delicate here with regard to heat. Manila turns out en masse to anything of the sort, although they don't possess a cold season, so why shouldn't we defy the weather for once and go to see people who come and try to amuse us in our dull time? If Hongkong goes ahead as it promises to do, we shall have everybody rushing up there to enjoy the cool breezes and at the same time hear some play or other.

GERMANY IN SHANGHAI.

It was all very well for the peacemakers to tell us recently that English newspapers were quite unreasonable when they expressed surprise because Germany had suddenly conceived the project of stationing a battalion of troops in Shanghai. A truism often proves useful if it uttered sufficiently sententiously, and these apologists doubtless satisfied themselves and their audience when they dismissed the matter by saying that Shanghai is not England's property and that she has no title to complain if other Powers make themselves at home there. But the light in which the act should be interpreted by outsiders depends very much upon the light in which the Germans themselves regard it, and we have a guide to that light in the language of the *Ostasiatische Lloyd* of Shanghai. That journal declares not only that Germany has now gained equal rights with England in the Yangtze Valley, but also that the German garrison at Shanghai is the guardian of the open door on the Yangtze, and that the maintenance of that garrison is "a sign of particular political shrewdness on the part of the German Government." Englishmen, we are glad to find, are seldom disturbed by bluster. They understand that some of their German friends are suffering badly from the complaint of swelled head, and as the British have been themselves afflicted with more than one epidemic of the same kind, they are disposed to sympathise with sufferers from the malady rather than to rail at them. In all gentleness, therefore, we would point out that these various contentions of the Shanghai German newspaper betray a very un-German want of analytical capacity. As to the claims which Germany is now attempting to assert in China, it is easy to understand the difficulty that even the most "patriotic" German must experience in settling them forth. Germany never made her appearance in any character upon the Chinese stage during the half century when England was engaged in opening the Middle Kingdom to the trade of the world, and when, assisted occasionally by France, she bore all the brunt of Chinese conservatism and resistance. Germany had no hand, act, or part in the doings of those times. She cannot derive from the past any sort of right to a voice in Chinese affairs. If she has gained equal rights with England in the Yangtze Valley, as the Shanghai journal says, it is not because of anything she has achieved there, but simply by Eng's & Co's sufferance. And when we come to consider the instrument under which Germany claims to have acquired those rights, their assertion seems

still stranger. For the instrument was a convention pledging its signatories to abstain from all aggressions against Chinese territory. No reader of ordinary intelligence or ingenuousness could construe it in any other sense. Yet the German Journal of Shanghai, and several journals in Germany, allege that the purpose of the convention was to confer on Germany rights in the Yangtze equal to those possessed there by England. If any significance whatever attaches to such rights, their practical assertion would be directly opposed to the avowed purpose of the convention, which is to preserve the integrity of the Chinese empire. It thus follows that the German interpreters of the document assign to it a meaning entirely subversive of its declared intention. Nor have they ever ventured to pretend that England entertained any such idea when she put her name to the convention. They have stopped short of that attempt, for they could not fail to understand the futility of alleging that England, while pledging herself conventionally to abstain from all aggressive designs in China, really regarded the pledge as an engagement to promote the proscription of such designs by another Power in conjunction with herself. Every German assigning such a significance to the document must be fully sensible that he is endeavouring to commit England to a purpose wholly foreign to her real object in negotiating the convention. That is a kind of trickiness which will never be endorsed, we are persuaded, in German official circles. It appears to be wholly forgotten, too, by the Shanghai journal, that all the other Powers were invited to adhere to the Convention on identical terms, and that several of them actually did adhere. Are we to suppose that the invitation extended to them included some occult reservation in Germany's favour, and that while the document didn't send out a commission of experts to decide the matter on the spot? That would indeed be a novel way of interpreting a plain, unequivocal, international engagement. Moreover, we are now told that the German garrison in Shanghai is intended to guard the open door on the Yangtze. To guard it against whom or what? England's invariable and uniform policy has been to throw the door open to every one. She has always admitted all nationalities to an equal share of any commercial or industrial privileges secured either by her diplomacy or by her arms. Can the same be said of Germany? There is only a brief record from which to draw inferences in Germany's case, but it is an eloquent record so far as the Far East is concerned. Her officially avowed policy in Shantung has been to secure for herself a monopoly of all railway-building, mining and industrial concessions throughout that large region, to the exclusion of every other nationality. England's formal protest against such a policy has been presented, but as yet is only a protest on paper. On the contrary, it condemned those made by the Irish abusiveness, an illegal and unconstitutional Act had been resorted to in order to suppress that paper.

Do you apologise to the House? several members asked.

Mr. Findley: I regret that the article has given offence to this House, and I regret that the member for Melbourne, Mr. E. Findley, on it, that gentleman was taking the oath of allegiance at the opening of Parliament. Mr. Findley, he said, had been warned of the intentions of the Government, and he might now be allowed to make any statement he wished.

Mr. Findley said: I did not write the article alluded to. I did not authorise its publication, and I did not read it until my attention was called to it by the *Argus*. I desire also to say, as publisher of the journal named, I have no more control over its contents or knowledge of what it will contain than the Government Printer has respecting "Hansard," but since my name has been associated with the article in question, I would point out that the *Tocsin* newspaper made no charges against the King. On the contrary, it condemned those made by the Irish abusiveness, an illegal and unconstitutional Act had been resorted to in order to suppress that paper.

Do you apologise to the House? several members asked.

Mr. Findley: I regret that the article has given offence to this House, and I regret that it appeared. I am not here to justify the appearance of that article.

Mr. Peacock held that it was not sufficient to express regret. There must be an unqualified disclaimer and disavowal. He moved: "That the hon. member for Melbourne, Mr. Findley, was guilty of disloyalty to His Majesty, had committed an act discreditable to the House of Parliament, and that he, there fore, be expelled from this House."

Mr. Samuel Gillott seconded the motion.

Mr. Irving, leader of the Opposition, said: that it was not possible to adopt a less stringent course than that taken by the Premier. The only way of vindicating the honour of Parliament was to send the member back to his constituents, and leave them to determine whether he should longer sit in the House.

The speaker thought it best that Mr. Findley should retire, and so requested him.

Mr. Findley: I wish to say I have not the slightest sympathy with the article in question. Neither has the writer of the article in the *Tocsin* any sympathy with it. I took the oath of allegiance in all sincerity.

A little later Mr. Findley retired, in deference to the request of the Speaker, although one or two members thought he ought to be allowed to remain.

An amendment was moved by Mr. Ward, Labour member, that the member for Melbourne be suspended from the sittings of the House for the remainder of the session.

Dr. Maloney held that if the proposed action was taken no man would regret it more all the days of his life than the Premier. He desired to move as a further amendment that Mr. Findley be suspended for a week. The House would assert its dignity by adopting that course.

Mr. Trenwith, Chief Secretary, thought a different complexion would have been placed on it if Mr. Findley had come to the House and declared his indignation at the publication of his article, and stated that he had severed his connection with the paper. There was a desire on the part of several members that the article should be read, but Mr. Peacock thought such a course inadmissible.

The Speaker said he would direct strangers to withdraw, and then the article could be read, and he would see that neither "Hansard" nor the Press was present.

This course was followed, and Mr. Findlay was re-admitted.

When the strangers were again admitted, Mr. Findley again avowed his unswerving allegiance to the King, and announced his determination of severing his connection with the paper as evidence of the entire repudiation of the article.

The Premier then announced, amid dead silence, that it was the intention of the Government to adhere to its resolution.

Mr. Prendergast (Labour member) made a vehement speech against the motion, and was strongly in favour of Mr. Findley being treated in what he termed a less vindictive manner.

Mr. Sangster, another Labour member, held that the whole thing was a trap laid by the *Argus* to win back the Melbourne seat for the Conservative party, and that the Government had fallen into it splendidly.

Several other members spoke deprecating the extreme course involved by the carrying of the resolution, and thought the case would be met and the honour of the House vindicated by a far less extreme course. Eventually, however, the resolution for the expulsion of Mr. Findley from the Legislative Assembly was carried by 64 to 17 and amid murmurs of "Findley gone" the House attempted to take up ordinary business. It was in too excited a state, however, and shortly afterwards adjourned.—*Exchange*.

The government has unquestionably been robbed for a long time past, and I believe the amounts of the loss sustained by Uncle Sam through the treachery and dishonesty of some of his army officers and others will reach into the hundreds of thousands of dollars.

The Federal grand jury has the matter of prosecution in its hands and the secret service men are doing its bidding, the police merely rendering assistance when such is found necessary and called for. I believe that arrests will be made, probably by the Federal officers, that will startle the community.

For months past various stories about the city have been exhibiting signs of "Government Goods for Sale Here," and the following advertisements have been inserted in the daily newspapers:

Wanted—One thousand men to wear government uniforms; \$1 a pair.

Colonel Maus and a number of local detectives some time ago began the investigation which resulted in the arrest of Abrams and his son, George, for buying and selling government supplies. Both Abrams and his son deny the charge, but a second hand dealer, Jacob Stever, says that Abrams sold him twenty pairs of army shoes.

Three big wagonloads of goods have been taken to the Hall of Justice, and in every instance the men from whom they were seized have admitted buying the goods from Abrams and his son.

From a statement made it would appear that the frauds were not confined to clothing and shoes alone. It was said that upon an investigation of the supplies furnished for the army horses, it was found that the "rake off" of some people secured amounted to 200,000 pounds of grain. The army officials are making every effort to learn who profited by this extensive fraud.

Captain Seymour said that the Government officers had discovered large quantities of goods stolen from the Government. The goods were stored in a warehouse south of Market st., and consisted of all kinds of military supplies. Captain Seymour would not give the address of the warehouse.—*Manila Times*

LIBEL ON THE KING.

ACTION BY THE VICTORIAN ASSEMBLY.

In the State Assembly at Melbourne on June 23rd, the Premier drew attention to an article circulated in the *Tocsin* the week before, which covered a libel on the King. Its object was to circulate and spread that libel, which no other journal in the British Empire had attempted to do. The Government had been faced with a great responsibility, and had asked the Lieut.-Governor to cable to the Imperial authorities, inquiring whether newspapers were suppressed as an act of State, intimating at the same time that his Ministers were quite willing to advise him and to act. Whilst the newspaper in question was being issued with the imprint of the member for Melbourne, Mr. E. Findley, on it, that gentleman was taking the oath of allegiance at the opening of Parliament.

Mr. Findley, he said, had been warned of the intentions of the Government, and he might now be allowed to make any statement he wished.

Mr. Findley said: I did not write the article alluded to. I did not authorise its publication, and I did not read it until my attention was called to it by the *Argus*. I desire also to say, as publisher of the journal named, I have no more control over its contents or knowledge of what it will contain than the Government Printer has respecting "Hansard," but since my name has been associated with the article in question, I would point out that the *Tocsin* newspaper made no charges against the King. On the contrary, it condemned those made by the Irish abusiveness, an illegal and unconstitutional Act had been resorted to in order to suppress that paper.

Do you apologise to the House? several members asked.

Mr. Findley: I regret that the article has given offence to this House, and I regret that it appeared. I am not here to justify the appearance of that article.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.
J. W. Wale	VICTORIA, B.C. and SEATTLE	MONDAY, 5th August, at 4 P.M.
TOGA MARU*	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	
S. J. G. Parsons	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	
SADO MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 9th August, at Daylight.
W. Thompson	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 13th August, at Noon.
MIRE MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	MONDAY, 19th August, at 4 P.M.
MAKANAKURA MARU*	MOJI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Daylight.
H. Petersen	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th August, at Daylight.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 27th August, at Daylight.
W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	
KAWACHI MARU	MOJI, KOBE and YOKOHAMA	
J. S. Thompson	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

HONGKONG MARU (via Nagasaki, Kobe, On or about 4th Inland Sea, Yoko-hama and Honolulu) August FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

NIPPON MARU (via Shanghai, Nagasaki, Saturday, 24th Aug., Kobe, Inland Sea, Yokohama & Honolulu) at Noon.

Steamers. Tons Captains Proposed Sailings.

Glenogle 3,750 W. Frakes July 31

Taconic 3,811 J. Alwen Aug. 6

Bracmar 3,601 W. Watt Aug. 27

Duke of Fife 3,821 J. S. Cox Sept. 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table, DOCTOR and STEWARDESSES carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEVA and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 22nd July, 1901.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco for the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 26th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "KAISOW".

Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

H. A. RITCHIE,
Superintendent.

Hongkong, 20th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON".....about 3rd Aug.

"HEATHBURN".....about 15th Aug.

"JUPITER".....

"MOGUL".....

"KURDISTAN".....

"SATSUMA".....

"LENNOX".....

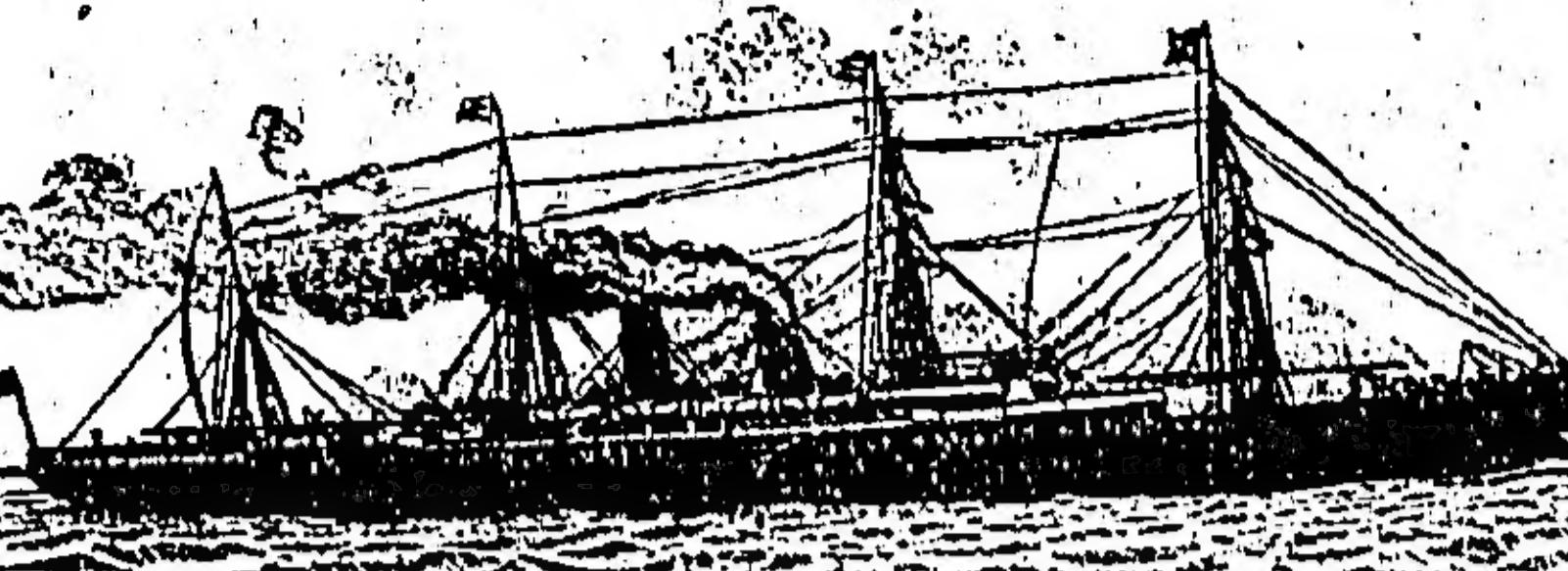
For further Particulars, apply to DODWELL, & CO., LIMITED, Agents.

Hongkong, 24th July, 1901.

[445]

Shells.

U.S. MAIL LINES.



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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th August, at Noon.
"DORIS"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.

THE H. P. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu, or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

The Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

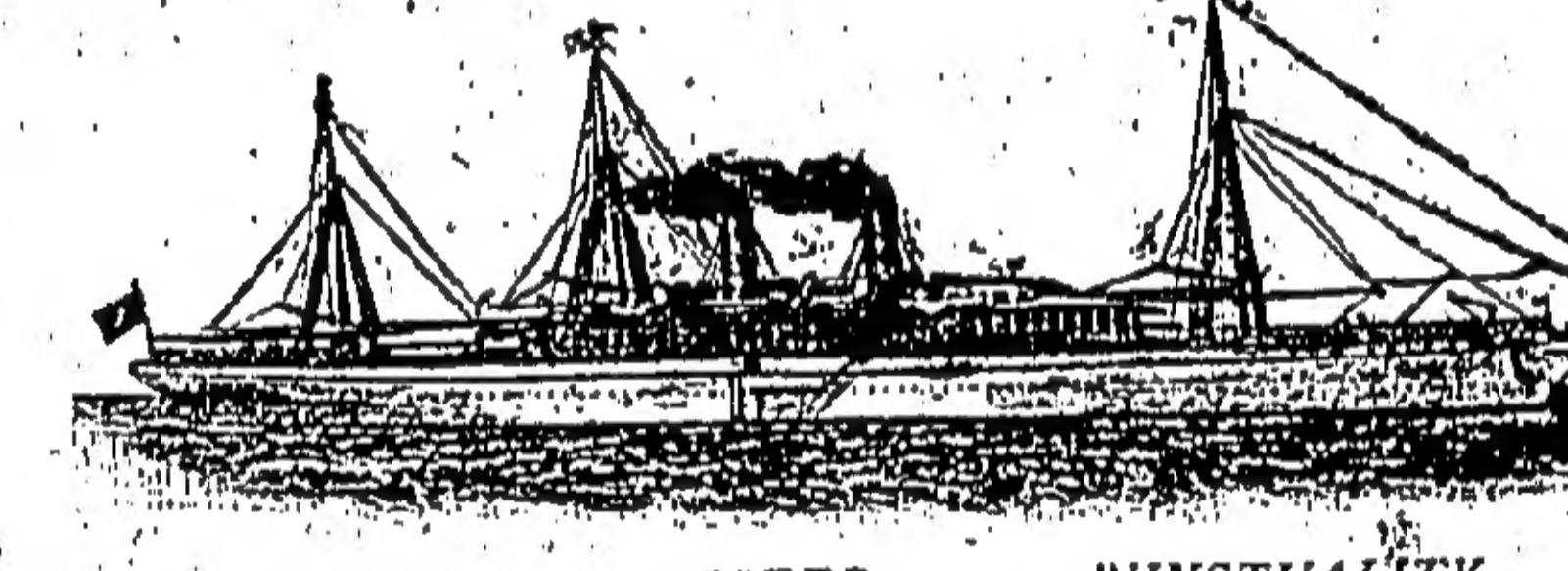
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 23rd July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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Hongkong, 17th July, 1901.

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HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(TAKING CARGO AT THROUGH PORTS TO ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ACILLA.....HAVRE, BREMEN and HAMBURG. 9th August. Freight.

v. Döhren.....HAVRE and HAMBURG. 27th Aug. Freight.

ALEXANDRIA.....HAVRE and HAMBURG. 10th Sept. Freight and Passengers.

Roerden.....HAVRE and HAMBURG. 21st Sept. Freight.

SIBIRIA.....HAVRE and HAMBURG. 5th October. Freight.

Porzelius.....HAVRE and HAMBURG. 5th October. Freight.

ANDALUSIA.....HAVRE and HAMBURG. 5th October. Freight.

Ehlers.....HAVRE and HAMBURG. 5th October. Freight.

ARABIA.....HAVRE and HAMBURG. 5th October. Freight.

ARAGONIA.....NEW YORK VIA SUEZ CANAL. 5th October. Freight.

Fors.....End of August or beginning September. Freight.

INTERVIEW WITH A CAPTURED DOCTOR.

HIS TRAVELS WITH DE WET.

THRILLING STORIES.

In the absence of information from our own generals, we must secure it where we can, writes a home paper. Among the latest arrivals from South Africa is Dr. Poutsma, a young Dutch doctor who has been in command of a Boer ambulance since May, 1900. Dr. Poutsma is a first-hand witness for many quite recent events in the war. He was captured in February last during De Wet's invasion of the Colony—on the day after the border had been crossed. He had been captured several times before—once by General Knox, Bruce-Hamilton, and Plumer, and twice by General Baden-Powell. On each occasion he was allowed to return to the Boers. But this time he was captured by Colonials as he was lying sick in a farmhouse. His papers and instruments were taken from him, and he was not allowed to return. He is, therefore, now on his way to Holland.

During his year with the Boers he had every kind of experience. In May, 1900, he went direct to Pretoria, where he was in charge of a hospital train to Klerksdorp, but returned to Pretoria, where he shared the control of a hospital with Dr. Breyers de Haan. On the 10th August he left Pretoria on the approach of the British, and, joining Delahey's force, wandered with him to Nylstroom, Waterberg, Zwartberg, Rustenburg, and so forth. Then he joined De Wet, and has accompanied De Wet's forces in all their more recent wandering, a north and south of the Orange River. Finally, he crossed into the Colony with him in February, and was captured. Of the events since February he knows nothing; but he was with De Wet in all his wanderings before that, and has perhaps as much knowledge of them as anyone outside South Africa at the present moment.

A representative who saw him naturally asked him first to explain why it was that De Wet was never caught. What was the secret? How many men had he?

"He had over 3,500 when I left him," answered the doctor, who is very particular to speak only of what he knows. "As for his escapes—there is no secret. He could not tell you himself. There was one night when he seemed certainly cornered—he himself had given up the business and regarded himself as lost. 'They must capture us,' he said. I then, at ten o'clock, he came round the camp, and told us all to light big camp-fires—each man one for himself. We obeyed, and soon the veldt was twinkling with our fires. Then suddenly, at ten o'clock, he gave the order to 'trek.' Every man saddled his horse, and the whole army moved off—leaving the fires blazing. Your people naturally imagined that the Boers were still there, and waited for the morning with every confidence of the final fight. But when the sun rose, lo! we were gone!"

"But how did he escape on that famous occasion when Knox was held after him, and we were simply waiting here for the final attack?"

"There again, the position seemed hopeless. Knox was close behind us, and the only way of escape was through a pass—the pass of Springbaansnek. There were three hills, and on every hill guns and pom-poms. It seemed as if the position were absolutely commanded by the British guns of Colonel Thorneycroft's column. It seemed quite hopeless that we could get through. Even if we did, it looked as if the loss of life would be too great to justify it. President Steyn was for giving it up. 'We cannot do it,' he said. 'It must be done,' said De Wet, 'it is our only chance.' And so the whole Boer force went straight up into the Nek and passed through under the fire of the British guns. I was behind with some wounded men, and Knox came up and took me. He was very much puzzled. It seemed to the British that the Boers must have lost terribly. I heard many stories of Boar dead being found, which I disbelieved, as the Boers never leave their dead behind if they can help it. Well, Knox let me go, and two days after I was again with De Wet. I asked him how many he had lost in going through the pass. He said, 'Nobody.' Of course, I am not a witness, as I was not with him. But I believe he was speaking the truth."

"Are the Boer losses heavy?"

"I should not have believed De Wet if I had not had some strange experiences as a doctor of the lightness of the Boer losses. Do you remember our attack on Dewetsdorp? It was a garrison of 5,200 British, whom we attacked and captured before reinforcements could come up. Now, you will not believe it—but only 120 of our men attacked Dewetsdorp. The battle went on for three days, and then the British surrendered—413 prisoners and 99 killed and wounded. I know their number; he added, simply 'I dressed the British wounded, because they had no doctors. How many do you think we lost in that battle? Why, only five killed and eight wounded!'"

"How do you account for the difference?"

"Because the British soldier when placed in a trench has a tendency to fire into the air, and so wastes his ammunition. That is the only way I can account for it on that occasion."

Our representative then pressed the good Doctor to give him some opinion as to De Wet. Over Delahey, he had been enthusiastic. "He is a splendid fellow," he said; "everybody agrees as to that—friend and foe."

Then came a sketch of De Wet.

"He sits on the veldt—there are no tents—alone, and rarely speaks to anyone. He seems to be always thinking. And, after all that thinking, out comes one of his wise orders, and we are up and away before we can speak."

Naturally, one would scarcely love such a man after following his twists and turns for six months with an ambulance. But, after all, the chief argument for De Wet lies in the fact that he is still in a state of being."

"How were the Boers off when you left them?"

"They had necessities, but no luxuries. Plenty of meaty and filling, good boots and clothes, but no coffee, milk, or butter. They hoped to get such things in the Colony. That was one of the leading ideas of the invasion—to feed on the undevastated country, to live off your enemy while he was living on you."

"How did they behave? Did they burn farms?"

"I do not know," said the Doctor. "I was laid up with fever in a small farm the day after we crossed the frontier, and there was captured. But the Boers undoubtedly had the idea of reprisals. You remember the proclamation of De Wet, before he crossed the frontier? You had laid waste their territory—they undoubtedly meant to lay waste yours. If they could do so without hurting their friends, why, what else could you expect? That was February, and I am told here that the farm-burning ended in November. But as we marched south through the Orange Free State, we scarcely found a single farm that had not been burnt and wrecked. The country was a blackened desert."

Still, our cautious doctor could not say. He knew nothing of the invasion after his capture.

He did not even know whether it was over now. "You say De Wet is out of the Colony," he said, and shrugged his shoulders. "I do not know." He evidently thought little of our official news.

"And what about the peace envoys? Was Morgendal really shot?"

"Yes," he said, simply, and a shadow of pain crossed his bronzed, kindly face. "I was there when it happened. Morgendal and Wessels, you see, were occupied in taking British proclamations to the farms, when they were captured by our men. We regarded them as spies and traitors. De Wet had them arrested and kept as prisoners. They would have been tried by court-martial. But one morning we had one of our scars—the British were hard upon us. Orders were given to insinuate. Fromeman went down to Morgendal, who was washing, and ordered him to get ready, as the English were coming. But he would not hurry. My friends are coming," he said, and still delayed. "Now, in regard to De Wet's share, I am not a bit tired, thank you," I answered, and sprang briskly out of my chair to greet her. You should never spring in a nursing home; it is not considered good form. The matron led me gently back to my seat and purred again. "After all you have suffered," she went on, "a complete rest." "It's only writer's cramp, I remonstrated, "and I hate resting. It wears me out." The matron only sighed. "Perhaps," she murmured, "if we improve your appetite?" "Oh, don't," I cried in alarm. "It's quite inconvenient enough, as it is." The matron did not seem to care about arguing, so she suggested to the nurse that she should take off my boots. The nurse, who had been obviously waiting for an opportunity of showing that she was a nurse, promptly pounced upon my left foot. Unfortunately, I did the same thing at precisely the same moment, and our heads collided, so that I really had something the matter with me at last. But the matron, who evidently had no sympathy with real sufferings, continued to fasten imaginary ones upon me. "Did you know much of what was going on in England, and the rest of the world?"

"Very little—yes, we heard of the election last autumn, but it did not interest us very much. The news that came to us quickest was that of the Queen's death—we heard that in two days after the event."

"Such was the picture of De Wet—dour, resourceful, rather ruthless type, such as warfare in such extreme cases is apt to develop."

We turned to Steyn, who was with De Wet. What did the doctor think of him?

"Ah! he is a much more merciful man. Several times traitors have been condemned to be shot, and he has let them off. He is always on the side of mercy—never wishes that anyone should die. But, then, he is not a great soldier—a man of peace in comparison with De Wet."

"Did you know much of what was going on in England, and the rest of the world?"

"Very little—yes, we heard of the election last autumn, but it did not interest us very much. The news that came to us quickest was that of the Queen's death—we heard that in two days after the event."

"What is the fighting Boer any definite idea or objective? Is he fighting up to a certain point or end?"

"His idea is to fight on as long as he can, on the chance that something may happen. He does not quite know what. But his determination to fight on has been tremendously increased by your action in burning the farms. 'Now I shall never surrender,' he says. 'I can never submit to such a rule as that.'

"But does he not wish to rescue his women and children?"

"No, it does not work that way. He regards them as sacrificed—he does not even know whether they are still alive—he bears terrible stories of what has been done to them, mangnified by your policy of concealment. And so he just bites his lips, and determines to fight to the death to avenge his wife and children."

"Is there any peace influence among the fighting Boers? Is not Botha the peace influence?"

"Botha? For there are two. De Wet's strongest assistant is General Philip Botha. I see that the English papers killed him with his two sons. Now he has no sons. He was alive when I left the Boers on February 10th." But I suppose," he went on, "you mean Commandant Botha. Well, I can only tell you what I know. I had an interview with him on the 9th October, 1900, at Steenbergfontein, at a general meeting of commandants. I asked him if he would surrender. 'No,' he replied, 'not after the way they have treated us—after the burning of our farms and the deporting of our women. I would rather be shot!' he cried.

"As long as I have fifty Boers with me, I will fight on! Before, perhaps—but since the burning, never!" That is the spirit you have created."

"Well, personally our troops have behaved well—is there any feeling against our soldiers?"

"Not against the troops that have come from England—they have no hatred against them. But they hate the Colonial troops—especially those from Cape Colony. Their reputation is terrible—for burning, looting and worse. I fell four times into the hands of your English generals, and was treated courteously and kindly by your Generals Knox and Baden-Powell. But the Colonial officer who took me in the Colony treated me terribly—destroyed my diary, and instruments, and refused to let me return to my family."

"The remaining events were up to our usual form, and do not demand detailed notice."

The Asian.

MY FIRST JOKE.

[BY E. S.]

I had no intention whatever of making a joke about it. Certainly no prospect could well have offered fewer opportunities for humor than a month's banishment to a nursing home. For several weeks I had been captured by all the people I knew, including a specialist, how extremely well I felt; and all they did in return was to send me to a nursing home. There was nothing funny in that; it was merely a stupid thing to do to anybody who was quite well. So I was naturally most depressed when I found that the matron of the home was in league with the other people.

"I am afraid you are very, very tired," she began in a soft, purring kind of voice, which no doubt would be extremely soothing if you had anything the matter with you, but only makes you feel silly when you haven't. "I'm not a bit tired, thank you," I answered, and sprang briskly out of my chair to greet her.

You should never spring in a nursing home; it is not considered good form. The matron led me gently back to my seat and purred again.

"After all you have suffered," she went on, "a complete rest." "It's only writer's cramp, I remonstrated, "and I hate resting. It wears me out."

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The Asian.

The nearer my train brought me to London, the happier I felt at the prospect of having the mental balance of my humorous sense restored at last.

I did not give the specialist time to ask me how I was. "I'm quite cured," I told him sadly, "but I never feel so ill in my life. They all say I am perfectly well, though, and I suppose they ought to know. But if I am well I can only say I wish it wasn't, for it doesn't feel a bit nice. And I think I shall get ill again as fast as I can. But I'll never be cured again as long as I live." I paused here, for the specialist had unconsciously begun to smile. "Capital," he ejaculated, rubbing his hands together, "couldn't be better!" "What do you mean?" I gasped faintly. "My dear young lady," he answered, laughing heartily, "there can't be much the matter with you if you can make a joke of the cure!"

In the interests of a world that wants amusement I am going to remain serious to the end my days.—*Pall Mall Gazette.*

Notice of Firm.

NOTICE.

THE Business of Messrs. TURNER & CO., in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

R. CHATTERTON WILCOX.

REFERRING to the above, Mr. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our FIRM from this Date.

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Hongkong, 25th July, 1901. [75c]

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Hongkong, 3rd January, 1901.

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Intimations:

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